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overrun mode, the electric motor can be switched as a current generator for accessory drives of the vehicle. Such accessory drives are intended for additional devices that are mountable on the piste-maintenance vehicle, such as a rotary snow plow, a front snow plow blower, or the like, and/or for vehicle components, such as a tilting device for platform and driver's cab or for track tensioning. --

Please replace the paragraph beginning on page 1, line 18 with the following rewritten paragraph:

b4
-- The prior-art tracklaying vehicle has the disadvantage that for instance electric motors for a snow plow shaft are directly controlled by a high-performance control unit, without any information being furnished on a dependence of such a control unit on the vehicle speed, or the like. --

Please insert the following paragraph beginning on page 2, before line 1:

-- SUMMARY OF THE INVENTION --

Please replace the paragraph beginning on page 2, line 1 with the following rewritten paragraph:

b5
-- It is therefore the object of the present invention to improve a tracklaying vehicle of the above-mentioned type in such a manner that a uniform piste maintenance of an unvarying high quality is ensured independently of the vehicle speed or an uphill or downhill driving of the vehicle. --

Please replace the paragraph beginning on page 2, line 7 with the following rewritten paragraph:

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-- In a tracklaying vehicle this object is achieved in that the electric drive for a shaft of the snow plow is synchronized with the electric motor for the drive sprocket. It is thus possible to adapt snow plow shaft speed and travel speed to one another, resulting in a defined number of tooth engagements of the snow plow shaft per distance covered. --

Please replace the paragraph beginning on page 2, line 15 with the following rewritten paragraph:

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-- Furthermore, in comparison with hydrostatic drives that are known in practice, one generally obtains an equally good protection against and resistance to environmental factors and overloading. The electric motor permits a precise control of the power transmission. Due to the increased efficiency of the electric drive system the latter yields an identical or even increased tractive force on the drive sprocket and a vehicle performance comparable to or even better than that of a hydrostatic drive. --

Please replace the paragraph beginning on page 2, line 23 with the following rewritten paragraph:

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-- Since all of the hydraulic components of a hydrostatic drive in the drive train are no longer needed, the weight of the piste-maintenance vehicle is considerably reduced, and all difficulties that might arise from sealing and from the hydraulic medium supply of a hydrostatic drive are no longer observed. --

Please replace the paragraph beginning on page 3, line 8 with the following rewritten paragraph:

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-- In addition to a good efficiency of the drive system, such an energy feedback effects a further reduction of the energy consumption, as the energy gained can for instance be used directly

69 for operating the accessory drives for the additional devices. --

Please delete the paragraph beginning on page 3, line 24.

Please insert the following paragraph beginning on page 11, before line 23:

6 P
-- BRIEF DESCRIPTION OF THE DRAWINGS --

Please replace the paragraph beginning on page 11, line 27 with the following rewritten paragraph:

611 -- Fig. 3 is a side view of a first embodiment of a tracklaying vehicle; --

Please replace the paragraph beginning on page 12, line 1 with the following rewritten paragraph:

612 -- Fig. 4 is a side view of a further embodiment of a tracklaying vehicle of the invention;

and --

Please insert the following paragraphs beginning on page 12, after line 1:

613 -- Fig. 5 is a side view of a further embodiment of a tracklaying vehicle of the invention.

DETAILED DESCRIPTION OF THE DRAWINGS --

Please replace the paragraph beginning on page 15, line 6 with the following rewritten paragraph:

614 -- The tracklaying vehicle 1 comprises as further vehicle components 15, 16 a loading platform 31 and a driver's cab 32. These parts are tiltable by electric or electrohydraulic drives 52. --

Please replace the paragraph beginning on page 15, line 10 with the following rewritten